

~~SECRET~~

CENTRAL INTELLIGENCE AGENCY

-2-

50X1-HUM

- f. Bydgoszcz (Bromberg), Ulica Rog Pomorskiej i Aleja 1 Maja.
 - g. Gdansk (Danzig), Ulica Marszalka Rokossowskiego 33.
 - h. Szczecin (Stettin), Aleja Wojska Polskiego 1.
3. The LOT owns no airfield landing rights in Poland, and the organization is therefore operating on fields belonging to the military air force. LOT, however, possesses the following installations:
- a. Warsaw - 2 hangars
 - b. Bydgoszcz - 1 hangar
 - c. Poznan-Lawica - 1 hangar
 - d. Szczecin - 1 hangar
 - e. Wroclaw - 1 hangar
 - f. Katowice - 1 hangar
4. In addition to the published schedule flights, LOT also operates a semi-secret line from Warsaw to Moscow via Bialystok. This line is used only for Soviet dignitaries, members of the Polish Government, and high-ranking Polish and foreign Communists traveling between Warsaw and Moscow. This route is flown only by Soviet officers, and only Soviet personnel are used as ground crew members and guards.
5. The planes used by LOT include 12 Dakota type planes of Russian origin and 2 IL-12 planes received from the Russians in 1949. The necessary fuel for LOT operations is obtained principally from Oswiecim-Dwory and from the areas north of Krakow and Ropienki, near Sanok, and east of Krakow, additional quantities being supplied directly from the Soviet Union. 50X1-HUM
6. The flying officer personnel of LOT is drawn entirely from the Polish Air Force. It is not uncommon for an air force pilot or navigator to be transferred to LOT for one or two trips and then be returned to military duty. However, normally such transfers are of longer duration. All flight engineers on board LOT planes must be military personnel. Prior to late 1947 all mechanics and other ground crew members were also in the military service. Since this date a non-military LOT training school for motor mechanics, electricians, etc., has been established at Plac Narutowicza, Warsaw. This is a thorough training course lasting three years.
7. The major aircraft motor overhaul and repairs cannot be done at the LOT-owned hangars, as the necessary equipment and workshops are not available. This work is done at the State Motor Experimental Establishments at Lodz, the tank and gun carriage factory at Siemianowice, Silesia, and the airplane and motor factory at Psie Pole (Hundsfeld near Breslau). This repair and maintenance arrangement is very unsatisfactory, and consequently many of the planes are flown in less than proper mechanical condition.

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